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(LISTED BELOW)SUPPLEMENT TO  
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1. The Minsko (55°51'N/30°41'E) airfield, Moscow Oblast, was heavily occupied. There was an academy where air force officers were given theoretical instruction and flight training. All instructors were air force officers, including generals, several colonels and lieutenant colonels, and officers of other ranks. All of the students were officers ranking from junior lieutenant to lieutenant colonel. There was also a small percentage of women. A large number of trainees, sometimes more than 50 percent, were naval officers. Officers from satellite states, such as Poland, Rumania, and Bulgaria, at times numbering as many as 20, attended the academy.
2. The air force officers had new uniforms consisting of brown blouse with smartly cut lapels, collar and tie, brown trousers, brown service cap with golden piping and gold bordered peak, golden dagger as full dress weapon, light blue service color. The naval pilot-officers wore dark blue uniforms. The women air force officers wore the same uniform as the men but instead of trousers a brown skirt. There were no women among the naval officers.
3. The two runways which intersected each other had concrete surface and were about 20 x 1,500 meters. The landing field on each side of the runways, and the lanes to the runways were of steel landing mats.
4. Buildings at the field included:
  - a. Three hangars, each about 35 x 70 meters, with vaulted roofs, large sliding doors and concrete approach lane.
  - b. A four-story flight control station, open watchtower with wind sock on top of flat roof.
  - c. Six-story academy building, frontage about 30 meters, sides about 70 meters, two wings at rear about 30 meters long, width about 15 meters. There were instruction-rooms on all floors.
  - d. Workshops with forge, locksmith's and tinsmith's shops, and boiler-house.

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- e. Three aircraft repair hangars.
  - f. Four five-story barracks buildings, 15 x 70 to 80 meters, quarters for air force soldiers.
  - g. Four or five wooden buildings, about 20 x 30 meters, used as storerooms for aircraft engines and spare parts.
  - h. Boilerhouse for central steam heating plant for all buildings at the field.
  - i. Three administration buildings.
  - k. Two four-story buildings housing officers club and kitchen for the flying personnel.
  - l. About 20 five-story buildings, about 15 x 50 meters, officers' billets, each building housing 30 to 40 families.
  - m. Three wooden sheds for building material.
  - n. A radio station consisting of a three-story building and, at its side, two braced tubular masts about 30 meters high and with an antenna.
  - o. Two underground fuel dumps, sawmill, guardhouse, etc.
5. The field was permanently occupied by 25 to 30 single-engine fighters with radial engines, about the same number of fighters with in-line engines, about 20 twin-engine aircraft of three different types, and individual bi-planes.
  6. A formation of 40 to 50 four-engine aircraft, Tu-16s from a detailed description, landed at the field twice during the period of observation, some weeks before the Day of the Soviet Air Force on 1 May and the Day of the October Revolution, when parades were held. A Soviet sentry said that the planes had crews of 10 to 12 men, that the aircraft used about 500 meters of the runway before becoming airborne, that the landing speed was noticeably slow, and that the planes landed 300 to 700 meters on the runway after touching the ground. The engines were started individually by starter trucks. It occasionally happened that individual engines were started without a starter truck. Between May and October the warming up of the engines until they were raced took about 10 minutes. All four-engine planes took off and landed individually.
  7. About 50 jet planes were also stationed temporarily at the field for the parades mentioned. Description: Jet power plant in fuselage, air intake in nose, jet under about mid-fuselage pointing downward to the rear, mid-wing monoplane, wings straight, rounded at tips, single rudder assembly, landing gear retracting outward, retractable tail wheel. The length used for the take-off was between 300 and 500 meters, the approach speed 150 to 200 km/h, and the length of the landing run about 500 meters. The planes were towed individually to the take-off point by Dodge jeeps. At the starting of the jet engine the noise of a two cylinder engine running, at high speed was heard first, then a roaring noise set in which changed to a humming sound while the engine was rotating at an increasing speed. This starting procedure took from two to three minutes. The aircraft had one-man crews.

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8. Jet planes of two types, usually coming from the west, were seen over the field almost every day. They did not land in Monino but returned in the direction they had come from. The aircraft were presumably stationed at the Chkalovskaya (55°54'N/38°3'E) airfield. One type had considerably swept-back wings. The second type plane had a jet power plant on the right and left sides of the fuselage. The jet power plants projected beyond the leading and trailing edges of the wings, which had a slight sweep-back and dihedral. The single rudder assembly was very high and comparatively wide. The beak-shaped nose with an opening was noticeable. The fuselage was stubbier and slightly larger than that of the plane with swept-back wings. The speed was considerably lower. Two short black smoke plumes and two exhaust trails at high altitudes were occasionally seen.

1. Annex: Installations at Monino Airfield.

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Legend to Annex:

- 1 Single-track city-railroad line with overhead line toward Moscow, distance 50 km.
- 2 Mud road.
- 3 Air Camp, 150 x 200 meters, temporary buildings.
- 4 Two underground fuel dumps for aircraft fuel, capacity of each installation about two railroad tank cars of 50 tons.
- 5 Village of Tonino, mostly two-story wooden houses for civilians.
- 6 Terminal of Tonino city-railway.
- 7 Paved road toward Textile Combine, large factory with several high smokestacks, distance about 2 1/2 km.
- 8 Wooden fence with barbed wire, around airfield.
- 9 Radio station: a three-story building, about 10 x 20 meters, at its side two brace tubular masts about 30 meters high and with antennae.
- 10 Sawmill, wooden building 6 x 12 meters, with electrically driven saw frame.
- 11 Kennel for watchdogs and quartering facility for ponies.
- 12 Three wooden sheds, about 7 x 20 meters, storage for limestone, construction tools, paints, tar, and cement.
- 13 Two underground fuel dumps and parking site for tractors, snow blowers and trucks; fenced-in area about 50 x 70 meters.
- 14 Flight control station, four-story brick building, about 15 x 30 meters, flat roof; open watchtower with wind sock on top.
- 15 Concrete and asphalt road, about 6 meters wide.
- 16 Road paved with cobble-stones, about 6 meters wide.
- 17 Three hangars about 25 x 70 meters, with vaulted sheet metal roofs and large sliding doors; a concrete approach lane leads to each hangar.
- 18 Two four-story buildings about 20 x 50 meters, housing officers' club and kitchen for flying personnel.
- 19 Three with about 20 five-story buildings about 15 x 50 meters each, officers' billets.
- 19a Two buildings at item 19; billets for high ranking officers such as generals and colonels.
- 20 Bakery building, six-story, length of front about 60 meters, length of sides about 70 meters; two wings about 30 meters at rear; width of building 15 meters. Instruction-rooms on all floors; the northern wing is a hangar in which aircraft are parked for instruction purposes.
- 21 Four five-story barracks buildings, about 16 x 70 to 80 meters, quarters for air force soldiers.
- 22 Boilerhouse for long distance steam heating plant for all buildings at the field, 20 x 40 meters, brick building; a concrete smokestack at the side of the building; six manually operated boilers.
- 23 Four or five wooden buildings about 20 x 30 meters, for the storage of aircraft engines and engine spare parts.
- 24 Workshop about 15 x 20 x 30 meters;
  - First section: forge with two open fires;
  - Second section: mechanical department with four lathes, an electric and a gas welding apparatus, an electric hardening furnace, an electric enamelling furnace;
  - Third section: tinmith's shop for the repair of water and oil coolers of aircraft engines;
  - Fourth section: boilerhouse with an old locomotive boiler and a new boiler installation, not yet in operation.
- 25 Workshop about 12 x 40 meters with large windows.
- 26 Workshop 10 x 30 meters, washing facilities for aircraft engines in need of repair.
- 27 Workshop with large sliding doors, about 30 x 40 meters; repair of aircraft frames, no machines; manually operated compressed riveting hammers and small manually operated boring-machines are used.

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- 27a Two test stands for repaired aircraft engines.
- 28 Administrative building, wooden structure, 8 x 25 meters.
- 29 Two buildings as item 28; administrative buildings and motion picture theater.
- 30 Asphalt highway to Moscow, about 10 meters wide; the road leads in the opposite direction to Condi.
- 31 Concrete runway, about 20 x 1,500 meters.
- 32 Same as item 31.
- The landing field on the right and left sides of the runways and approach lanes have steel landing mats.
- 33 Landing field with good grass cover, sandy soil, remains firm after heavy rainfalls.

The airfield is surrounded by sparse woods.

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